

MORE THAN 1,400 CHICAGO PICNICKERS DIE WHEN EXCURSION BOAT UPSETS AT HER DOCK

RUSSIANS DEFEATED AT TWO POINTS IN POLISH BATTLEFIELD

Von Buelow Wipes Out Whole Army Corps
Of Defenders—Von Hindenburg Storms
Poltusk and Rozan Positions.

EXPECT WARSAW TO FALL SOON

London Military Critics Have Small Hope for Successful De-
fense of Polish Capital, Despite Strength of Slavs
Along Lublin-Cholm Railroad.

Special Cable to The Washington Herald.
London, July 24.—Two great battles have been won by the Germans,
one in Poland and one due north of Warsaw, where Von Hindenburg has
crossed the Narew.

While the Austro-German armies to the immediate west of the Polish
capital and along the Lublin-Cholm Railway so far appear to have been
unable to break the Russian resistance, the two disasters in the north lead
military critics here and in Petrograd to practically concede the early fall
of Warsaw.

Field Marshal von Buelow, after a chase of ten days, has practically
wiped out the Fifth Russian army, according to an official statement re-
ceived here from Berlin. The battle, which took place in the region of
Rossieny and Schadow, ended with the German artillery blowing up the
Russian defenses and the German cavalry dashing in among the panic-
stricken Russians who were cut down by the horsemen as they fled in a wild
rout in all directions.

Great stores of booty have been
taken, according to advices from Ber-
lin, of which it is so far impossible to
classify. So far as enu-
merated twenty-five cannon have been
captured together with thirty machine
guns, upwards of 400 military wagons,
many baggage wagons, and other mat-
erial of all kinds.

Force Narew Crossing.
This army which has been re-
formed by an entire army corps is now
sweeping southward.

In what the German official report
describes as an "irresistible attack"
the troops under Von Hindenburg
stormed the fortified city of Poltusk
and the strong positions at Rozan and
pressing ahead on the heels of the Rus-
sians, forced a passage of the Narew
on a wide front between these two
points.

Great bodies of troops were thrown to
the southern bank of the river where the
Germans quickly consolidated their po-
sitions and prepared for an advance
against the Bug, last barrier to Warsaw.

Take Much War Booty.
For months the Germans have been
battering at the Narew lines. Last win-
ter they were thrown back time and
again from the positions they now have
taken in their early drive on Warsaw.

Great numbers of prisoners and large
quantities of war material are reported
by Berlin to have been captured in the
fall of Rozan and Poltusk, both of which
had been constructed by the Russians
with a view of withstanding the strong-
est attacks. This booty has not as yet
been classified.

Drawing Invigorated Lines.
On the lines directly in front of War-
saw there has been little fighting. The
Germans have attempted no frontal as-
saults here and it is believed that they
either are merely engaged in a cloak-
ing movement here while their main forces
hit at Warsaw from other directions or
are awaiting reinforcements before be-
ginning serious operations.

The Germans report that they are draw-
ing their lines closer to Invigorated,
the great Viatus fortress and state that
stubborn fighting is continuing along the
Lublin-Cholm line. The Russians are
offering their greatest resistance in this
region and von Mackensen is being forced
to pay dearly for every inch of ground
gained.

Russian attacks against the bridgehead
positions established by the Austrians at
Sokol have been repulsed.

BEATEN AND ROBBED.
Charles Woods Attacked by Two
Negroes.

Charles Woods, of 62 M street south-
east, was attacked and robbed by two
negroes while crossing a lot on M
street at South Capital and One-half
streets southeast, yesterday afternoon
at 3 o'clock. Woods was struck and
knocked down with a heavy instrument,
he told police. While he was in
prone position, the assailants held
him and robbed him of \$8. Although
the assault was made in broad day-
light, no help was attracted to the
scene, and the assailants escaped with-
out. Woods was unable to furnish a
description of the negroes.

Germans Take Swede Ships.
Copenhagen, July 24.—The Swedish
steamers, Helos and Eva, have been cap-
tured by German warships in the Baltic
and taken into port at Swinemunde, Ger-
many.

CANADIANS AGAINST BRITISH RECRUITERS

Montreal, July 24.—Major Emile
Ranger, who recently returned
from the front, and several offi-
cers from local battalions were
last night prevented from con-
ducting a recruiting meeting in
Parc La Fontaine by an angry
crowd of more than 1,000 men
and boys, who after shouting
"We won't have conscription,"
pelted the speakers with mis-
siles.

WILSON TACKLES BRITISH ISSUE

U. S. Now Stands Committed
to Contend, "At Any Cost,"
for Freedom of Seas.

DATA FOR NOTE READY

Protest Will Not Be Dispatched Until
German Situation Assumes
More Definite Form.

With President Wilson's note on the
submarine issue now before the German
government, officials in Washington are
turning their attention to the situation
that has arisen through Great Britain's
attitude toward the rights of neutrals
in the conduct of her blockade of Ger-
many.

President Wilson, through the note
which has just been delivered at Ber-
lin, stands committed now to protect
these rights "at any cost." He will be
obliged to fulfill his solemn promise
to Germany, to contend for the freedom
of the seas "from whatever quarter vi-
olated."

While the President, according to the
Washington view, must now take Great
Britain to task as vigorously and as in-
sistently as he has the German govern-
ment, there is considerable doubt as to
when the President will enter upon this
course of action.

Did Not Follow Advice.

There is reason to believe that
some of the President's most competent
advisers urged him from the start that
he ought to use practically the same
language in dealing with both Germany
and Great Britain when it came to the
assertion of the rights of the United
States under international law. The
President, however, followed the course
of dealing more vigorously with Germany
because the issue was more pressing and
involved not a question of property, but
the safety of American lives.

It was learned yesterday that data
for the protest to Great Britain already
have been gathered and that the note
is in course of preparation. This note
will not, according to the understand-
ing in Washington, be dispatched until
President Wilson knows definitely just
how serious the German situation is
likely to be as a result of the com-
munication just delivered in Berlin. The
Washington administration has no de-
sire to stir up another bitter con-
troversy with one of the European powers
until it knows exactly where it stands
as regards its relations with Germany.

It is realized here that the German
government and the German people can
make the submarine issue now just as
serious as they see fit to make it. The
United States, having sent its final
word to Berlin, will be forced to act
in the event of further violation of
American rights.

As viewed here the President's note
is open to two interpretations by the
German people. They may regard the
President's severe language in describ-
ing the Lusitania sinking and his
forceful warning against any further
attack upon American life as over-
shadowing and obscuring all other fea-
tures of the note. If this view of the
communication predominates, it is
acknowledged here that the anger of
the German people is likely to be
aroused and that the situation will be
full of danger.

Wilson's Advisers Hopeful.

If, on the other hand, the German
people shall emphasize chiefly the friend-
ly character of the communication and
the President's willingness to co-operate
with Germany to maintain freedom of the
seas, together with the intimation that
he will assert the rights of the United
States against England, the situation will
be encouraging.

The President and his advisers are ex-
tremely hopeful that the latter features
of the note will impress themselves deep-
ly upon the German mind.
There was some speculation here yester-
day as to the character of the act
which the United States would regard
as "deliberately unfriendly." The im-
pression when the note was given out
was that the words "deliberately un-
friendly" applied to another attack like
that of the Lusitania in which American
lives were sacrificed. A careful reading
of the note seems to indicate that the

Eastland Disaster Worst Sea Tragedy in Modern History

The loss of life on the Eastland was the largest of any disaster to a
single ship in history. Following are the most important disasters of
recent years:

Ship	Cause of Wreck	Date	Lives Lost
Maine	Blown up in Havana Harbor	1898	264
La Bourgogne	Collision at sea	1898	571
Portland	Wrecked off Cape Cod	1898	157
General Slocum	Burned in East River	1904	1,000
Norge	Foundered in mid-ocean	1904	750
Larchmont	Collision off Rhode Island	1907	131
Columbia	Collision off California	1907	100
Liberte	Explosion in Toulon Harbor	1911	233
Titanic	Hit iceberg in mid-Atlantic	1912	1,490
Kickemaru	Foundered off Japan	1912	1,000
Volturno	Fire at sea	1913	136
Lusitania	Torpedoed	1915	1,134
Eastland	Turned turtle	1915	1,491

Eastland, "Crank of Lakes," Carried Doom in Her Hull

Failed to Come Up to Specifications, Says One of Judges,
Who Witnessed Her Trial Run—Top Deck Cut
Off Twelve Years Ago.

Chicago, July 24.—"The Eastland was
the crank of the lakes, and as far as I
know the only crank on the lakes," W.
J. Wood, naval architect, who was called
by the owners in 1903 to correct faults
in the boat, asserted tonight. In 1903
Wood made representations to Capt.
Ira Mansfield, local steamboat inspector,
which resulted in an order to cut off the
top deck of the vessel and to keep the
water ballast compartment filled.
"The deck was cut off in pursuance of
Capt. Mansfield's order," Mr. Wood
said, "but it would be impossible to pass
on the cause of the accident until it is
known whether the other conditions were
fulfilled at the time of the overturning
of the boat."
The Eastland was built by the Port
Huron Shipbuilding Company, and on
its trial run in 1903 failed to come up
to specifications, according to Mr. Wood,
who was one of three judges to pass on
its performance.
"The gangways were not watertight,"
said Mr. Wood, "and I was called on
to correct that fault as well as some of
the other faults in the interior of the
hull."
"It was most important that the water
ballast compartments should be filled at
all times. It was also important that the
passengers should not crowd on one side
of the upper deck."
"It seems to be evident that the pas-
sengers were not where they belonged
when this accident happened."
"The fault in the Eastland was in the
hull. I told the builders at the time I
was called to inspect some parts of it
that it was not properly designed, and
they told me they had spent \$2,000 for in-
spection and were willing to spend \$10,000
to have it right. Subsequently they sold
the boat, and they seemed never to have
learned a very much."
"The Eastland had almost no body at
all, and this was its main weakness.
Other boats on the lakes look at top-
heavy as did the Eastland, but they are
absolutely safe because their hulls are
properly constructed."

"Stop! You'll Spoil the Boat!" Captain Tells Men Trying to Rescue Passengers

Chicago, July 24.—"Hey! Stop that!
You'll spoil the boat!"
That was Capt. Harry Peterson's greet-
ing to the fifty steel workers called from
work on a new skyscraper to cut holes
in the side of the overturned steamer
Eastland to rescue the imprisoned men,
women, and children. The men, armed
with powerful acetylene burners, were
melting holes in the steel hull.
"Who told you to do that?" the captain
demanded.
"The police," answered E. Nelson, a
welder.
"Well, I don't want the boat spoiled.
You get off here!" shouted Peterson.
Just then First Assistant Superintendent
of Police Herman Schuetler saw Peter-
son.
"Arrest that man and every member of
his crew!" shouted the commanding po-
lice official. "This 4—d old tub ought
to have been burned after it was cap-
sized. Spoil the boat!"
Four priests took their lives in their
hands that the passengers on the East-
land who stood a breath of life, but
who were doomed because of the in-
juries, might die with all the rites of
the church.
Father Thomas Kelly, of the Precious
Blood parish; Father John
O'Hearn, and Father Herman Wolf, of
the Cathedral parish, and Father D.J.
Dunne went out upon the side of the
ship lying out of the water and ad-
ministered conditional absolution to
all aboard. Father O'Hearn went into
the hold and heard the dying confes-
sions of a dozen men and women. He
came out only when the firemen no-
ticed his faint condition and made him
leave.
One captain and several patrolmen
set upon a diver, who had just come
ashore after bringing thirty dead
bodies from the river, and beat him
unconscious when he did not want to
desist from returning to the water
after more bodies.

Navy Quartermaster Killed, Three Friends Injured, When Auto Upsets

John F. Yoekel, a quartermaster at
the navy yard, was almost instantly
killed early last evening when an auto-
mobile in which he and three friends
were riding overturned eight miles south-
west of Rockville, Md. Yoekel was
pinned beneath the machine. His skull
was fractured and his neck broken.
Yoekel was riding with Miss Lulu Mc-
Nally and her mother and step-father,
Mr. and Mrs. Frederick A. Piper, of 13
Sixth street northeast. Mrs. Piper was
injured seriously and taken to Providence
Hospital. Miss McNally and Mr. Piper
received minor wounds.
Yoekel and Miss McNally had changed
seats in the front of the automobile
shortly before the accident, the former
taking the steering seat. They were
skimming along the Rockville-Dar-
town turnpike at about 8 o'clock when a
herd of cows broke into their pathway
from a cross-road. Yoekel threw on
the brakes, which held but two side
wheels. The automobile was thrown
about from the momentum, facing in the
opposite direction and plunging across a
ditch.
The machine turned over, rolling sev-
eral feet and pinning Yoekel down. His
body was entangled about the steer-
ing wheel. The other three occupants were
thrown out. Passersby lent assistance
and summoned physicians, among them
being Dr. C. H. Nourse, of Galtersburg.
Miss McNally and Mr. and Mrs. Piper
were brought to Washington in the au-
tomobile of A. G. Carlisle, a Galtersburg
furniture merchant. Mr. Piper is an
examiner in the Government Patent
Office.

Turks Repulsed on Gallipoli.

London, July 24.—Sir Ian Hamilton,
commander of the British land forces at
the Dardanelles, reported today that the
Turks had attacked the allies' trenches
on the southern flank, on the Gallipoli
peninsula, but were repulsed with heavy
losses.

St. Anselmo and other places, land
of the Sky, D. C. Washington 4:15 p. m.
August 11 Southern Railway—A. G.

Hundreds of Bodies Still Held at River Bottom in Hulk of "Topheavy" Ship

BECKER'S APPEAL FRAMED, WHITMAN

Governor Blasts Last Hope of
Former Policeman for
Retrial.

CORNERS NEW WITNESS

Forces Murphy, Sing Sing Inmate, to
Admit He Broke Prison Rules to
Talk with Condemned Man.

Special to The Washington Herald.
Albany, N. Y., July 24.—Joseph Murphy,
the new witness in whom Charles Becker
rests his last hope for a new trial and
life, was brought from Sing Sing, where
he is serving a life sentence for murder,
to the executive mansion today.

For two hours he sat in the executive
library at the great mahogany desk
across from the governor and submitted
to a grueling examination.
It was toward the close of the examina-
tion that the governor trapped the con-
vict into an admission which he regards
as completely destroying Murphy's story.

Story a "Frame Up."

The convicted slayer admitted that last
Sunday night he obtained admission to
the death house through subterfuge and
had a long talk with Becker. Earlier in
the examination he declared that he had
never talked with Becker in his life.

The governor frankly declared that he
regards the story of Murphy, which is
the principal factor in the application for
a third trial on the ground of newly dis-
covered evidence, as a "frame-up." He
said:

"Murphy gained admission to the death
house Sunday night, having been granted
permission by the Mutual Welfare League
to go as a singer with the entertainment
committee."

Trip Ordered by Governor.

After hearing Murphy's story, Gov.
Whitman called Warden Osborne at his
home in Auburn and ordered that the
two guards on duty in the death house
Sunday night be dismissed and that a full
investigation be made by the warden.
The convict's trip to the executive
mansion was ordered by the governor in
response to a written response received
from Murphy last Tuesday.

FLIES DEADLIER THAN BULLETS IN THE WAR

Sir Frederick Treves Says Pestilence
Threatens Through Presence
of Insects.

London, July 24.—Sir Frederick Treves
was to have presided at a meeting held
at the Mansion House recently to inau-
gurate a national campaign against flies,
but was prevented from doing so. And
it was flies that were responsible for his
absence, as he explained in this letter, which
was read at the meeting:
"I am sorry I cannot attend the meet-
ing. More than a month ago I acquired
—through flies, I suspect—a complaint in
Alexandria which has got gradually
worse, until now I am laid up in bed. Had
I been able to attend the meeting I
should have liked to have laid stress
upon the gravity and importance of the
subject."

"In South Africa during the war there
were more casualties due to flies than to
bullets. In France the presence of so
many unburied dead makes the fly ques-
tion a very serious one. In Alexandria,
owing to the vast number of cavalry
horses near the town, the trouble of
flies is becoming really distressing. It
only wants a definite source of infection
to be introduced for an epidemic to run
rampant."
"Fly-borne disease should cease to ex-
ist. Its very existence is a discredit to
the intelligence of the people."

BELGIANS IN UPRISING.

Many Injured in Ghent in Holiday
Celebration Riots.

Amsterdam, July 24.—According to ad-
vices received today, rioting broke out
in Ghent on Friday, during the celebra-
tion of a national holiday and 300 arrests
were made. In fighting between German
soldiers and civilians many persons were
wounded.

\$1.00 Harper's Ferry, \$1.25 Martinsburg,
\$1.50 Berkeley Springs, and \$2.00
in Chambersburg and Return.
Baltimore and Ohio Sunday, August 1,
from Union Station 9:35 a. m. Returning
same day—A. G.

Federal and Municipal Inquiries Immediately
Started to Probe What is Declared to Be
Greatest and Strangest Maritime Disaster in
History—Captain and Part of Crew Ar-
rested—Mob Attempts Lynching—Skipper
Orders Rescue Workers Away From Ship
When Engineers Start Drilling Through
Hull to Release Victims—Chicago Goes
Into Mourning—Armory and Warehouses
Converted Into Morgues—Police Battle
With Mourners.

BULLETIN:

Chicago, July 25.—At 1 o'clock this morning the Western
Electric Company's bulletin of information announced that 1,009
of the passengers aboard the Eastland had been accounted for
as alive.

Of the 919 bodies at the Second Regiment Armory at that
hour 161 had been identified. Few bodies had been identified at
the various morgues.

Special to The Washington Herald.

Chicago, July 24.—While steel workers were melting off the hull of the
excursion steamer Eastland with acetylene torches, which threw a ghastly
light upon the scene, and while divers groped in the black hold and sub-
merged staterooms, bringing up more bodies of women and children, Chicago
tonight counted her dead in the greatest marine disaster in history.

"More than 2,000 dead," said police and fire officials in charge of the
grievous task.

The estimates ran from 1,700 up to 3,000. The exact figure will probably
never be known, although the locks near Joliet have been closed, practically
stopping the current, and nets have been stretched across the Chicago River
to prevent any dead from floating down to the Mississippi.

The Second Regiment Armory was thrown open at 10 o'clock tonight
where 600 bodies were arranged in rows for identification by mothers,
fathers, brothers, sisters, and sweethearts. While the police clubbed the
weeping and shrieking throng of tens of thousands into line, women were
crushed and men, weary with a day of distraught grief, fainted.

Two Federal government investigations and a combined inquiry by
Coroner Peter Hoffman, State's Attorney MacLay Hoyne, and the city of-
ficials were set on foot tonight.

STRANGEST DISASTER IN HISTORY.

The Chicago Federation of Labor wired President Wilson at his sum-
mer home, demanding a full investigation. Coroner's Physician C. C. Healy
was recalled from his vacation, and Mayor W. H. Thompson boarded the
first train from San Francisco.

Somebody must have been to blame for this strange disaster which
snuffed out the lives of 2,000 picnickers, mostly women and children. Officials
are determined to find out who were guilty.

Capt. Charles N. Wescott, of Detroit, Federal supervising inspector of
all lake vessels west of Lake Erie, will arrive early tomorrow. Local in-
spectors tonight began summoning witnesses and questioning them.

The maximum penalty under the Federal law for boat captains or owners
found guilty of carelessness which results in loss of life is ten years impris-
onment, or a fine of \$10,000, or both.

The government officials are determined that the blame and the penalty
shall be fixed on the guilty persons. There were reports that the 265-foot
steamship was known to be "cranky" and "topheavy." These reports will
be traced down and experts called to explain the structure of the ship in the
hope of showing how the vessel could break all the laws of probability by
lying down on her side in a quiet stream, like a tired horse between the
shafes, and drowning or suffocating practically everybody on board.

It was impossible tonight to get what were even claimed to be accurate
figures on the number of dead.

Directors of the picnic party said more than 700 had been registered as
saved, but their list was found full of duplications and the police said not
more than 500 had been saved. Government inspectors insisted that they
had counted every soul going aboard, and that there were exactly 2,500. Mr.
Greenebaum said there were exactly 2,408. Two officials of the picnic com-
mittee said more than 1,000 got aboard before the inspector began to count,
and that there were 3,700 aboard.

CORONER TO HEAR HUNDRED WITNESSES.

So the estimates of dead ran from 1,700 to 3,000, and the police on the
scene held to "more than 2,000."

Coroner Hoffman tonight impelled a jury and adjourned the inquest
until he could get a chance to hear the hundred-odd witnesses called by the
State's attorney and the Federal grand jury.

Late tonight detectives located and arrested Walter C. Steele, secretary
of the St. Joseph-Chicago Steamship Company. He was on his farm near
St. Joseph, Mich., when notified of the disaster, and came to Chicago by
train. He was questioned by State's Attorney MacLay Hoyne and First
Deputy Superintendent of Police H. Schuetler. Then he was locked up for
the night.

The St. Joseph-Chicago Company owned the Eastland and leased it to
the Indiana Transportation Company to carry the Western Electric Com-
pany picnickers to Michigan City.

It was charged during the day that the boat, while in service at Cleve-
land and South Haven had been pronounced dangerous. It was said that

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